


STATE ROUTE		149	SEGMENT FACT SHEET	
PKm Ahead:	0.000	SEGMENT:	BUT	1
PKm Back:	7.438			
Distance KM:	7.438			
			Ahead PM:	0.000
			Back PM:	4.623
			Miles:	4.623
Present Facility	2-Lane Expressway (Limited Access Control)	<b>Transportation Concept Improvements</b> <ul style="list-style-type: none"><li>• Construct 4-lane expressway</li><li>• Construct F-5 interchanges at Junction Routes 149/70 &amp; 149/99.</li></ul>		
Concept Facility	4-lane Expressway (Limited Access Control)			
Ultimate Facility	6-Lane Freeway (Full Access Control)			
<b>Levels of Service</b> <div>Present LOS: D</div> <div>20-Year LOS No Build: E</div> <div>20-Year Concept LOS (Improved): D</div>				
<u>General Plan LOS Standards</u>	General Plan	<b>Functional Classification:</b> Principal Arterial		
Butte County General Plan, 1984	LOS B	<b>NHS</b> <b>7</b> <div>0= Non NHS, 1= Interstate, 2= High Priority Route, 3 &amp; 4 STRAH- NET , 5= Other NHS, 6= High Priority &amp; STRAHNET, 7= NHS Connector</div>	<b>Freeway/ Expressway</b> <b>1</b> <div>0= Non F&amp;E, 1= F&amp;E, 2= F&amp;E Unconstructed</div>	
		<b>Scenic</b> <b>0</b> <div>0=Non Scenic, 1 =Officially Designated, 2= Eligible</div>	<b>Nat'l Truck Network</b> <b>1</b> <div>0=Non NTN, 1 =NTN STAA Trucks, 2= Terminal Access Rte.</div>	
		<b>Life Line</b> <b>0</b> <div>0=Non Life Line, 1=Life Line Route</div>	<b>IRRS</b> <b>1</b> <div>0=Non IRRS, 1 =IRRS, 2= IRRS Unconst, 3=Non IRRS, unconst</div>	

### Description - Rationale - General Comments

State Route 149 is located in Butte County, California and traverses in a north-south direction approximately 4.6 miles in length from State Route 70 near Wicks Corner to State Route 99 south of Chico. State Route 149 is an undivided two-lane rural expressway with limited access control. The lanes are 12 feet in width with eight foot treated outside shoulders. SR 149 is located in a rural area entirely outside of any city limits. Its functional classification is rated as a principal arterial connecting link to a principal arterial. It is a primary route and is part of the federal aid route. The Route serves inter-regional and local commuter traffic. The Route serves as a secondary truck access route and an important state system cross-link to lifeline State Routes 70 and 99.

Shippee Road intersects State Route 149 at approximately postmile 3.107. Left-turn pockets provide access to Shippee Road serving sparse residential housing to the south side of Route 149 which eventually connects into State Route 99, 2.1 miles south of Junction Route 149/99. To the right, a short segment of Shippee Road connects into Openshaw Road paralleling the north side of Route 149 serving as an access road to open-field grazing land use.

Several streams traverse Route 149 and bridge structures are found at three locations. There is a concrete box culvert at Gold Run Creek (PM 1.261), and concrete box girders at Dry Creek (PM 3.256) and Clear Creek (PM 3.723).

Current ADT volumes are approximately 12,700 and peak-hour volumes are approximately 1,200 with a LOS of D. The current peak-hour volume/capacity ratio is 0.45. Traffic is expected to increase by approximately three percent per year. This equates to a peak-hour volume of approximately 1,500 by 2010 and 1,900 by 2020.

State Route 70, south of State Route 149, and State Route 99, north of State Route 149, are four-lane facilities; conversely, State Route 149 is a 2-lane facility. This divergence constrains traffic flow through the State Route 149 corridor. State Route 149 has no median and passing movements occur in the opposing traffic stream; therefore, as traffic volumes increase, opportunities for passing movements decrease. As a result, traffic platoons develop due to the inability to pass which in turn deteriorate flow conditions and increase delay. The current operating characteristics are rated at a LOS of "D." Ten-year projections rate future no-build capacity deficiencies at a LOS of "D" and twenty-year projections rate future no-build capacity deficiencies at a LOS of "E".

Improvements to State Route 149 have been programmed in the STIP since 1992. The State Route 149 improvements include widening the existing facility to a four-lane fexpressway with a 61-foot to 72-foot median, 5-foot inside shoulders and 10-foot outside shoulder and the construction of F-5 interchanges at the intersections of State Route 149/70 and State Route 149/99. Construction is scheduled to begin in the spring of 2002. Future operational conditions will improve the LOS to "A" with the implementation of the 1992 programmed STIP improvements. In addition, these corridor improvements will provide freeway access to the only major metropolitan area in California not presently served by a freeway connection. Environmental studies and preliminary engineering are currently underway for the programmed improvements.

The State Route 149 improvements are part of the overall State Route 70/99 Corridor improvements to connect Sacramento to Chico on the freeway & expressway system. These are improvements that were recommended by the State Routes 70 and 99 Corridor Study (DKS Associates, July 1990), and subsequently confirmed by a Major Investment Study in 1995.

**Projects Programmed (RTIP/STIP/SHOPP)**  
**Projects Listed in Local Long-Range Planning Documents**

<p>1992 &amp; 1998 STIP Programmed Project</p> <p>Widen the exiting facility to a four-lane expressway and construct full interchanges at SR 149/70 and SR 149/99.</p>	
<p><b>LOCAL PLANNING JURISDICTIONS</b></p> <p><b>RTPA/ MPO</b> Butte County Association of Governments (BCAG) 479 A Oro Dam Boulevard Oroville, CA 95965</p> <p><b>Air Quality District</b> Butte County Air Quality Management District (BCAQMD) 2525 Dominic Drive Chico, CA 59528</p>	<p style="text-align: center;"><b>Air Quality</b></p> <p>The following information is a brief overview only. For specific environmental information, contact the Caltrans District 3 Environmental Offices.</p> <p><b>Air Basin:</b> Northern California Air Basin / Sacramento Valley Air Basin</p> <hr/> <p>Federal Air Quality Non-Attainment Designations:</p> <p><b>C0:</b> Attainment                      <b>OZONE:</b> Attainment                      <b>PM 10:</b> Attainment</p>

**Land Use**

Current land use along the SR 149 corridor consists primarily of open-field grazing and irrigated farmland. Seasonal crop impacts brought about by planting, growing and harvesting of agricultural land uses do not affect the peak LOS within the State Route 149 corridor. According to Butte County, future land use zoning within the State Route corridor is expected to remain Agriculture.

**Modal Options**

**Transit:**

- Public transit service is provided by Butte County Transit providing eighteen round trips daily connecting Chico and Oroville via State Route 149 between the hours of approximately 5:30 AM and 7:30 PM Monday through Friday and 8:00 AM through 6:30 PM on Saturdays and Sundays.
- Greyhound Bus Lines operates four round trip buses on State Route 149 per day with a seating capacity of 47 to 54 passengers per vehicle between Chico and Sacramento.
- Amtrak Motor Coach operates three round trip buses on State Route 149 per day with a seating capacity of 44 passengers per vehicle between Chico and Sacramento.
- The Work Training Center (WTC) is the largest in-house social service transportation system in Butte County. Work Training Center vans operate seven round trips on State Route 149 per day transporting an average of six passengers per vehicle between Oroville and Chico.

**Bikes:**

State Route 149 is not designated as a bikeway; nevertheless, it is open to bicycle travel for shared use with motor vehicle traffic. Bicycles can also traverse between State Route 70 and 99 by way of State Route 191 and Durham Pentz Road or through Coal Canyon Road, Wheelock Road and Durham Pentz Road.

Bicycle access will be permitted on State Route 149 when it is upgraded to a four-lane expressway. However, bicycle access will be prohibited when State Route 149 is upgraded to the ultimate facility concept of a six-lane freeway. Butte County has identified a Class I Bikeway (Bike Path) paralleling State Route 149 in its *Countywide Master Bikeway Plan For Butte County* (BCAG, Sep. 1998).

**Park-and-Ride Lots:**

According to the *Circulation Element Butte County General Plan* (May 1984, p. 10) an informal Park-and-Ride lot on SR 99 is located at SR 149. In addition, according to the *Route Concept Report Route 149* (November 1986, p 4) an informal Park-and-Ride lot exists at the intersections of Routes 149 and 70.

Having a park-and-ride lot at State Route 99/149 or State Route 70/149 does not appear to serve any particular community, commuter demand or modal connectivity. Presently, formal Park-and-Ride lots are located in and serve the communities of Chico and Oroville. Therefore, there is no functional need or demand for a formal park-and-ride facility within the SR 149 corridor at this time or in the immediate future.

**Highway Log Right of Way Information**

0 8 12  
Average Median Width: 0.00 Meters

Average Lane Widths: 3.66 Meters

Average Shoulder Widths: 2.44 Meters

No. Lanes: 2

**General Comments:****Traffic Analysis and Highway Information**

<u>Year</u>	<u>AADT</u>	<u>PeakHourly Volumes</u>	<u>V/C Ratio</u>	<u>LOS</u>	<b>Traffic Analysis Comments</b>
2000	12,685	1,173	0.45	D	
2010	16,612	1,536	0.59	D	
2020	20,539	1,899	0.73	E	
% Traffic Growth/Yr: <u>3%</u>		Land Use: <u>Open-field Grazing</u>			Future 20-Year Land Use: <u>Open-field Grazing</u>
Terrain: <u>Flat</u>		Peak Period Dir Split: <u>52%</u>			Daily Truck %: <u>8%</u>
Total Accident Rate vs Statewide Average: <u>33%</u>		Peak Period Truck %: <u>6%</u>			Fatalities + Injuries Acc Rate vs Statewide Avg: <u>29%</u>

**Future Right of Way Needs**

Funding has already been approved for the improvements towards the 4-lane expressway concept facility for State Route 149. The proposed right-of-way and re-alignment of State Route 149 will include an adequate median for expansion out to the six-lane ultimate facility concept in the future.

**References**

1997 California State Highway Log District 3, Caltrans  
 The State Highway Inventory, Caltrans District 3, June 22, 1999  
 1998 Traffic Volumes on California State Highways, Caltrans  
 Metropolitan Transportation Plan Butte County 1996-2016, Butte County Association of Governments  
 Butte County 1998 Regional Transportation Plan 1998-2020, Butte County Association of Governments  
 Circulation Element Butte County General Plan, May 1984  
 Butte County General Plan Issues and Options Report, March 10, 1993  
 State Routes 70 and 99 Corridor Study, DKS Associates, July 1990  
 Major Investment Study (MIS) State Routes 70 & 99 Corridor "Pipeline Projects", Caltrans, June 1995  
 Chico Area Bike Map, Butte County Association of Governments & Caltrans  
 Map of Butte County Interm Farmland 1996, California Department of Conservation, Division of Land Resource Protection, 1998  
 TASAS Table B District 3 Selective Accident Rate Calculation Route Sequence  
 Statutes Relating to the California Department of Transportation, 1996